

U.S. Officials Only

CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

25X1A

COUNTRY Bulgaria

SUBJECT Construction of Bridge Between Rumania and Bulgaria

PLACE ACQUIRED (BY SOURCE) - - - -

DATE ACQUIRED (BY SOURCE) 25X1A

DATE (OF INFO.)

DATE DISTR. 3 MAY 1954

NO. OF PAGES 2

NO. OF ENCLS.

SUPP. TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS REPORT IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1X

1. Construction of a bridge to connect Bulgaria and Rumania was begun in the [redacted] According to the plan, the bridge was to be completed by [redacted] It is five-six km south of Ruse near Sruboheto [redacted] Some temporary buildings were constructed first on both banks, some for the workers and others for the construction materials. Only the workers were allowed on the construction site and signs with the following inscription were posted around the buildings: "Taking pictures or making sketches is strictly forbidden".
2. Both Rumanians and Bulgarians are working on the bridge at the same time. At this point, the water is not as deep on the Bulgarian side as it is on the Rumanian side. Near the Rumanian shore, there is a small island. From [redacted] the piers (kolona) were under construction. On the Bulgarian side, there are five rectangular piers about 15 m high which have an opening at the top to allow for the drainage of water.
3. This spring [redacted], one of the piers was swept away by the water. Some people thought that this was sabotage but the specialists said that the foundation had not been solidly built.
4. The bridge will be on two levels, the first for trains to both countries and the second for vehicles and pedestrians. The whole iron structure was ordered in Czechoslovakia and one section of it has arrived. The bridge construction is under the direction of the Hungarian engineer [redacted] Pal [redacted] Szeged, noted in the field of bridge construction. According to the information [redacted] the bridge will be larger than those over the Danube at Budapest and Belgrade and the largest Hungarian steamships, the Debruen and the Budapest [redacted] unidentified will be able to pass under them with raised masts, (funnels). The largest span will be about 30 m high. The distance between piers is about 40 m. At the end of Aug [redacted], on the Bulgarian side, work was begun on setting up the iron construction and eyewitnesses say that it looks like the sketch below:

U.S. Officials Only

SEE LAST PAGE FOR SUBJECT & AREA CODES

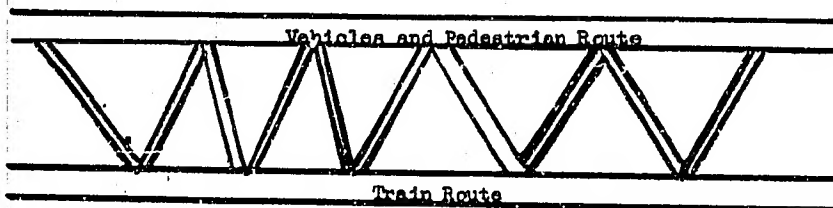
DISTRIBUTION	STATE	ARMY	NAVY	AIR	FBI	ORR EV
--------------	-------	------	------	-----	-----	--------

This report is for the use within the USA of the Intelligence components of the Departments or Agencies indicated above. It is not to be transmitted overseas without the concurrence of the originating office through the Assistant Director of the Office of Collection and Dissemination, CIA.

CONFIDENTIAL/US OFFICIALS ONLY

2

25X1A



5. More than one thousand workers from both countries work on the bridge but no concentration camp workers or prisoners were used. During the last months of summer, Kosta Momchilov, deputy commander of the 5th Danube Regiment arrived at the construction site. He was arrested there and sent to prison and was accused of taking pictures of the bridge with the intention of handing them over to the enemy.
6. In addition to the above-mentioned engineer, Czech, Soviet, Rumanian, and Bulgarian engineering specialists were working on the bridge.

- end -

LIBRARY SUBJECT & AREA CODES

755.81	ROM
755.81	ROM
754.8	ROM
754.8	ROM
755.52	ROM
755.52	ROM
754.5	ROM
754.5	ROM

CONFIDENTIAL/US OFFICIALS ONLY